

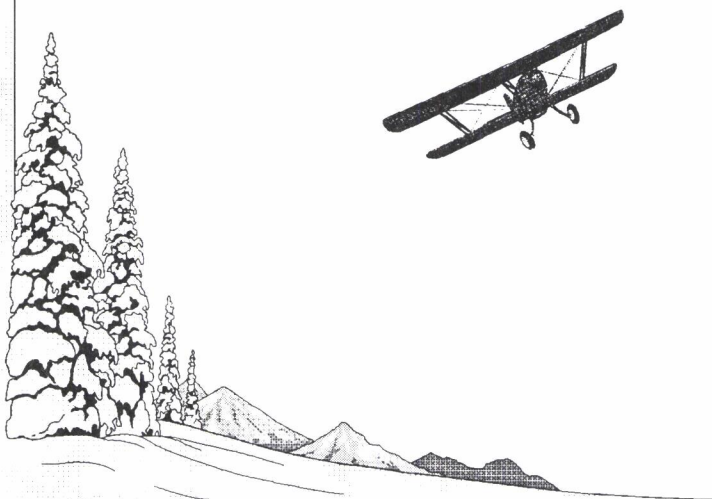
CPA FLIGHT LINES

Volume 13, No. 11

December 1996

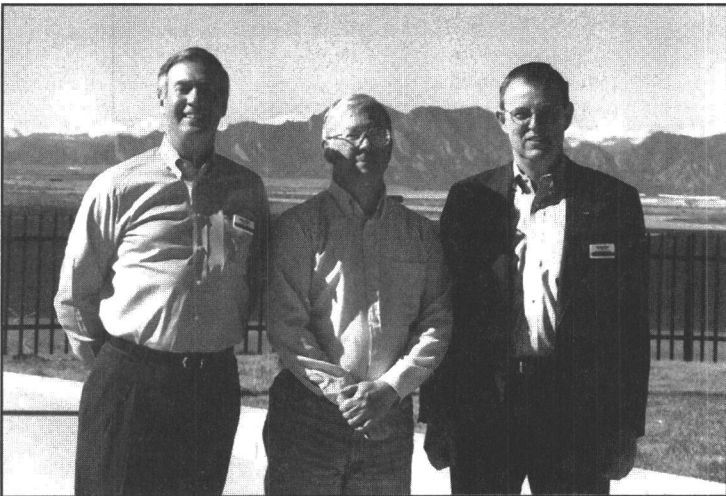
Happy Holidays

Best Wishes for a Joyous Season!



CPA Annual Meeting

Saturday November 2, 1996



New CPA officers for Fiscal Year '97 are President Bart Jones; Vice President Walter Bell; and Treasurer Robert Henley. Not pictured Sarah Jane Manoogian, Secretary. Picture taken on the balcony of the Jeffco Terminal Building following the CPA Annual Meeting.



Outgoing President Patti Arthur poses with plaque presented to her commemorating her year in office. Pictured with Patti is Mike Silva who also received a plaque in appreciation for his four years on the Aeronautics Board. Mike will not seek reappointment to the CAB when his term expires in December.



Marlys and Bill Marshall display the plaque presented to them for their outstanding work and dedication to the CPA Mountain Flying - High Elevation Operations program over the past several years. Doing the honors is outgoing President Patti Arthur.



■ Two of our CPA members, GEORGE BREWER and RUSSELL TARVIN, were honored at the Colorado Aviation Historical Society Hall of Fame Banquet on November 9, 1996.

GEORGE BREWER, Chairman of the Colorado Aeronautical Board, was inducted into the Colorado Aviation Hall of Fame for his accomplishments in the planning and development of Denver International Airport. His aviation background dates back to the late 1960s when he and GREG ISBILL (another CPA member and Hall of Fame inductee) created the airport planning and engineering firm of Western Associates Unlimited. Brewer moved on to positions with Cessna and the FAA. In 1987 he was selected to be the FAA official to oversee development of DIA. He retired from federal service last year following completion of the airport project and assumed leadership of the Aeronautical Board earlier this year.

Greg Isbill, following Brewer's departure, renamed the firm Isbill & Associates and created what was to become one of the largest and most prestigious airport development firms in the country. He was inducted into the Hall of Fame in 1993 for accomplishments in the development of Colorado airports.

RUSSELL TARVIN was given a Special Recognition award for his efforts in creating the Wings Over the Rockies Air and Space Museum at the former Lowry Air Force Base.

■ Meanwhile, the individual most influential in development of the new Denver International Airport, departing Transportation Secretary Frederico Peña (who was mayor of the City & County of Denver during the planning and early development of the airport) does not appear to be an early candidate as an inductee to the Colorado Aviation Hall of Fame. He

does not appear to be a popular choice. Bad press!

For example, in a November 14, 1996 press release, AOPA president Phil Boyer said that departing Secretary of Transportation Frederico Peña will not be missed by the general aviation community. "He never demonstrated an understanding of the value of general aviation in the nation's air transportation system," said Boyer. "His focus remained on the air carriers. But even then he seemed more concerned about White House and DOT politics rather than the best interests of our aviation system."

Others were not as kind. Editors of AVflash, the online aviation publication from AVweb, report that hardly anyone is sorry to see Peña leave. They note his transportation background included being a licensed driver, having flown as a passenger in airplanes, and spearheading development of a new airport on Peña Boulevard east of Denver, where he tried unsuccessfully to bar General Aviation as he had tried to do at Stapleton years before.

Examples of the talk out there. So it may be a while before he is considered seriously as an inductee.

■ Should anyone be interested, nominations to the Hall of Fame may be made by anyone who has knowledge of an individual's aviation contributions or feat. Nominations are submitted on a Society Nomination Form. Guidance on requirements for supporting documentation is available from PETER PAUL LUCE, 6950 E. Bellevue Ave., Suite 202, Englewood, Colorado 80111.

■ As an aside, the Colorado Aviation Historical Society is now in the process of establishing the Aviation Hall of Fame as a permanent exhibit at the Wings Over the Rockies Air & Space Museum. The

Society previously donated a number of artifacts to the Museum and has contributed financially to its operation.

The Society's collection will be housed in Room 126 at the Museum (adjacent to the 1926 Eaglerock on static display). The Dr. Parks WW I Lafayette display which is currently in Room 126 will be relocated and expanded into Rooms 123, 124 & 125.

■ Captain Al Haynes, United Airlines (Retired), was the featured speaker at the November 9 Aviation Hall of Fame banquet. It was the third time for this writer to sit in on one of Haynes' inspiring lectures on United Airlines DC-10 flight number 232 that crashed at Sioux City, Iowa on July 19, 1989. He and his crew improvised techniques to overcome the loss of all hydraulics and set up an approach to the airport at Sioux City where the aircraft crashed. His message: Luck, communica-

tions, operating procedures (check lists), preparedness, and a team discipline he referred to as CRM (Cockpit Resource Management). The latter was described as a multi-discipline approach under which the skills of each of the crew contributed to a team action.

By Haynes' account, he had given the presentation over 700 times. For reasons of trauma. His message . . . the best therapy for trauma is to talk about it. So he does. In any kind of a forum. And to anyone who will listen.

■ CPA member BABETTE ANDRÈ had a little trauma of her own while documenting the "Last Flight of the Convair" at Tri-County Airport during the second week of November. When the aircraft was at the critical point of liftoff from the pedestal on which it has rested for the last 20 years . . . the battery in her camera failed. It made the hair on her arms stand on end when she

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learned that batteries also failed on cameras of two other reporters who were also documenting the event. The incident had her wondering if the ghost of Tom Pierce was hovering nearby . . .

For those not familiar with the history of Tri-County Airport, Tom Pierce was the original developer of the airport. It was he who acquired the Convair 880 from the "Ports of Call" travel club, transported it to the airport, placed it on a pedestal, and converted it to a restaurant. Unfortunately, Tom died in an aircraft departure accident from the airport following loss of an engine in a twin engine Cessna. This was back in about 1981. Without Tom's leadership and support the restaurant was doomed to fail. Which it eventually did.

Flocks of pigeons along with a few small four legged critters have been the only visitors over the last few years. An occasional vandal also paid visit. All contributed to the eventual fate of this once state-of-the-art jet carrier. It was an eyesore and ready for the scrap heap. But it must have been traumatic for Tom Pierce . . . whether he was hovering around . . . or a few feet under ground. And it was obviously traumatic for Babette.

■ Ban of commercial aircraft sight-seeing flights over Rocky Mountain National Park? That is the alternative selected by the FAA in its environmental assessment for reducing aircraft noise over the park.

The original notice, published in May, 1996, proposed the following methods of preserving the natural park experience by restricting aircraft-based sightseeing flights: 1) a total ban, 2) limits on operations, and 3) voluntary agreements with operators

The NPRM indicated that the FAA would select a viable alternative based on comments received and other pertinent information, identify a proposed alternative for final rulemaking, and issue a Draft environmental assessment (EA) for public comment.

The regulatory docket received over 4,500 comments by the end of the comment period closed on August 19, 1996. Copies of the EA are currently being circulated to interested parties. It is also available on the Internet website of the FAA's Office of Environment and Energy: <http://aee.hq.faa.gov/> (where this author obtained his copy) and from FAA ATA-300, 800 Independence Avenue, SW., Washington, DC 20591.

The Draft EA is available for comment during the period from November 21, 1996 through December 23, 1996. It would be difficult, however, to reverse current FAA thinking on the rule. Particularly when the Draft EA contains statements such as, "The Governor of Colorado, members of the Colorado congressional delegation, and other officials have requested regulatory action to place a preemptive ban on air tour operations to preserve visitor enjoyment."

■ The strange part of the proposed ban on flights by commercial operators is that there are none . . . nor are any planned. Retiring Colorado Aeronautical Board member MIKE SILVA noted, at the CPA annual meeting in November, that it would not be economically feasible nor performance capable for tour operators to conduct sight-seeing flights over the park.

The FAA supports Mike's view on performance. In the proposed rule the FAA states, "As with other similar mountainous

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areas, RMNP presents pilots with a challenging flying environment. It has high winds, often in excess of 100 mph. The Park's high altitudes diminish engine output and propeller efficiency, making it more difficult for an aircraft to perform in high winds. The rugged terrain limits maneuverability, and rapidly changing weather can envelop an aircraft. Perhaps in part for these reasons, the use of the airspace over RMNP has so far not been extensive. Unlike many other national parks, there are currently no air tour operators overflying the park or operating in the surrounding airspace."

So why all the effort to create a rule where there is no problem . . . nor is one anticipated?

A reading of the Draft EA suggests that the National Park Service had a major role and may have influenced the proposed rule as a preventive action . . . an action to prevent the trend of increased overflights such as is occurring at other parks. To support their position the NPS conducted a survey of park users, which indicated 93 percent of visitors considered tranquillity an "extreme" to "very" important value in the park. Approximately 90 percent of the visitors surveyed stated that noise from helicopter tours would affect their enjoyment of the park. A copy of the survey was placed in the docket for the NPRM.

■ Strange also that the NPS would use helicopters as an example of noise intrusion for purpose of the survey . . . particularly

when it is pretty much a given that helicopters can't operate safely or efficiently at altitudes typically found in the park. The NPS should know this better than anyone . . . considering that the last five helicopter accidents in the park, according to our information, were all under contract to the NPS. However, if the question was asked to influence outcome of the survey, it had the desired result.

■ Also, it has been noted that much of the observed aircraft noise over the RMNP may come from helicopters under contract to the NPS. The aircraft are typically used in game management programs and routinely fly at relatively low altitudes. It would be ironic if the NPS instigated a program to ban overflights because of aircraft noise . . . noise of their own making. Ironic . . . but typical government.

■ One has to wonder also why so much organized effort has gone into resisting the proposed ban, particularly when there appears to be minimum impact to the aviation community. However, the answer is fairly obvious when considering the lack of trust with government. If the Feds ban commercial flights over the park, where will the next shoe drop? Procedurally, once the FAA completes the process it can impose any restrictions it wishes. It is both judge and jury. And the aviation community has little confidence of getting a fair trial.

■ Couldn't help but notice that the new Colorado Aeronautical Chart shows a VFR flyway route over the park. The route extends from the Loveland, Colorado area westward over Trail Ridge Road towards Grand lake. The route would continue as a legal route under the proposed rule. In the interest of preserving the natural quiet, however, use of the flyway would probably be discouraged.

■ In other regulatory matters, ED HUBER reported at the CPA annual meeting that the FAA now requires that pilots participating in formation flight at airshows possess certification of formation flying proficiency. Air Power West is structuring a course to provide the certification. Also a commercial license will be necessary in order for a pilot to receive financial support for appearing at an event.

Ed further reported on activities of the CPA Remote Airport Sites Committee. Ed, Bruce Hulley and Keith Serks served on this committee. Its objective is to reopen a few abandoned airstrips which have recreational value. As part of its effort the committee identified 15 abandoned airstrips with potential to be reopened for use. Many of the sites were identified from old aeronautical charts dating back to the 1940s. Three were selected as "most likely" candidates to be reopened and exploratory flights were made to each of the locations. Nothing more is planned during the winter season. But expect to hear more on this program early next year.

On another subject, it seems that drug

traffickers are trying to fool the U.S. interdiction network by converting from fast twins, which they know the Feds are looking for, to singles which they think can more easily slip across the border. Since July, five aircraft have been reported stolen by the Aviation Crime Prevention Institute. All but one was a single engine Cessna. The other was a Bonanza. The Institute notes that the recent Cessna thefts are most likely connected to the smuggling system.

■ Still hard to tell what effect the high prices on Cessna's new aircraft will have on the prices of used aircraft. "Used Aircraft Market Trends" published by Aeroprize suggest up! up! up! In the November update on consumer prices the company reported that Cessna Skyhawks had their biggest price surge in over a year (perhaps in response to Cessna's announcement of new aircraft prices) and prices of used Cessna 206s and 210s are going through the roof. Bonanza prices showed flat to modest gains, while most Piper singles softened. See <http://www.aeroprize.com/>.

■ JEFF ROY was selected as the new manager of the FAA Denver Flight Standards District Office. He is scheduled to report to his new assignment on December 18. Jeff leaves a prior assignment with FAA Central Region. We understand his background is military and air carrier aviation. All we have on him at this writing.

■ Incidentally, the FAA offices have relocated from the building on Quebec to

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■ **TICKET TAX TIFF LOOMS.** To no one's great surprise, carriers are again beating the drum in favor of eliminating or reducing the 10% federal excise tax on airline tickets. The 10% tax, which was just reinstated in August after expiring January 1, 1996, will expire again December 31. If Congress lets the ticket tax lapse, the likely result would be the rapid depletion of the Airport and Airways Trust Fund and renewed pressure by the usual suspects (FAA, Clinton Administration, Sen. McCain) for imposition of user fees.

■ We understand the FCC is refunding

fees for aircraft radio station licenses processed after July 17, 1994 (thanks to a push by AOPA). To get your refund, simply write "Refund" across the top of your license and send it to the FCC, AIRCRAFT REFUND, 1270 Fairfield Road, Gettysburg, PA 17325-7245. It could be worth up to \$63.

■ This report from AVflash is one of those stories worth repeating. It appeared in Volume 2, Issue 47, dated Monday, November 25, 1996.

"Last month at Paso Robles, California, a member of the California Highway Patrol's aviation division was pulling a CHP-operated Cessna 185 out of its hanger with a motorized towbar attached to the tailwheel. The officer subsequently made an IFR departure in low weather from PRB and noticed something didn't quite feel right with the airplane. Not wanting to make an IFR approach in that condition, he proceeded to the nearest VFR airport — San Luis Obispo — where witnesses saw the aircraft land and taxi to the ramp with the Briggs & Stratton in tow."

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Final Liftoff

by Babette Andre, ATP, CFI-I

HISTORIC CONVAIR RESTAURANT AT TRI-COUNTY AIRPORT DEMOLISHED

The Convair, the once-distinctive restaurant at Tri -County Airport in Erie, Colo., lifted off on its final flight on Friday, Nov. 15, 1996. Weather and technicalities of positioning two giant cranes to remove the wings and lift the fuselage onto the

concrete pad required days.

Mike Diesch, the new owner and developer, spent a year and a half untangling its associated mysteries and legal problems. He plans to develop the eight acre site into a hangar and office park complex to



The wing comes off! (photo by Babette Andre' taken Wednesday, November 13, 1996.

enhance the airport and meet the current demand for hangars in the metropolitan area.

"There is a shortage of hangar space in the metropolitan area," said Diesch. "Some airports report a six or seven year wait. We recognize the need and the growth potential of this airport. The Town of Erie is progressive and dynamic. The airport will continue to be an asset to the town. We expect to create a planned unit development with the site, beginning with building hangar pads and nested T-hangars with amenities. Our current thinking is to begin with the basic units and work through building executive heated hangars as well as preserve the present building and transforming it into an office building."

The Convair 990 flew as a former Ports of Call Travel Club plane. It was transported by truck to the then-newly built airport, and converted to a restaurant in

1981. For the past few years, it has remained empty, mired in estate and bankruptcy problems. Pigeons, raccoons and other critters took over the premises. Liens and lawsuits clouded its title.

Vandals broke all the windows, leaving it a sad testimonial to bygone glory. The Convair fuselage rested on a one-story building. It weighed about 85,000 pounds, though with engines and fuel tanks the aircraft grossed out about 130,000 pounds. The fuselage was 140 feet long while the wingspan from tip to tip was 120 feet wide. The top of the tail section was 60 feet above the ground. The demolition crew began work at 8 a.m. on Wednesday and continued through Friday. The wings came off first, then the tail, then the entire fuselage lifted off. The hulk was cut into pieces, shredded and was trucked to a recycling center.



It took over 2 1/2 days to get the Convair off the top of the building and another few days to chew it up and truck it out. Photo taken Friday November 15, 1996 (photo by Bill Diesch).

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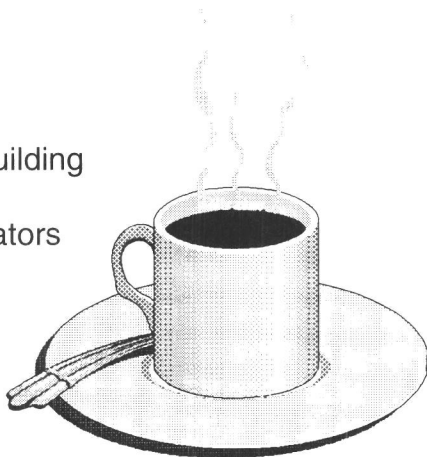
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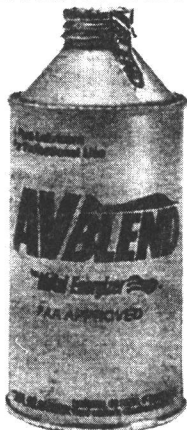
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PUBLISHER

Colorado Pilots
Association
P.O. Box 200911
Denver, CO 80220

EDITOR

David Robertson
303/666-8284

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